

File 29

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Kirghiz SSR)	REPORT	
SUBJECT	Urban Area of Frunze	DATE DISTR.	13 August 1954
DATE OF INFO.		NO. OF PAGES	14
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. On page 3, point 11, read Vsesoyuznyy Leninskiy Kommunisticheskiy Soyuz Molodezhi for Vsesoyuzhiy Leninskiy Komsomolskiy Soyuz.
- On page 3, point 18, Lebedinovka should read Lebedinka.
- On page 4, point 21, Pyenko-Dzhootovaya Fabrika should read Penko-Dzhytovaya Fabrika.
- On page 4, point 25, Avto-Dorozhniy should read Avto-Dorozhnyy.
- On page 4, point 26, Iyekras-Tryest should possibly read Lekars-Trest from the Russian word lekarstvennyy (medicinal).
- On page 4, point 28, Voyenniy should read Voyenny.
- On page 5, point 30, Novo-Troitsk should read Novo-Troitskove.

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25 YEAR RE-REVIEW

USAF review completed.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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REPORT

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General Information:

1. According to the last census (1937) Frunze had 70,000 population;

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increase to industrial expansion. Population was 70% Russian, 30% Khirghizian natives, some Chinese. There was much construction of roads and buildings after World War II. Most homes had electricity; only large, state owned buildings had water taps. Most private homes had to procure water from street pumps. There were always many soldiers in streets; including border troops (Pogranichniki who wore green shoulder boards) and pilot cadets. There were many police in town.

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Civilians did not receive air raid training. Most of the new construction was in the northern and southern areas of the city. The central part of city was undergoing modernization.

Identification Data and Points of Interest:

2. The following were located in Frunze Encl. # 17

Pt. 1. Railroad, single track, Russian standard gauge, constructed c. 1922. The line was served mostly by old-type steam engines. Railroad ties were spaced one half meter apart. The main freight brought into Frunze was: construction material, coal, oil, machines (tractors, automobiles, excavators), lumber, pig iron, lead, cement, and scrap iron. The main freight shipped out

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25 YEAR RE-REVIEW

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- 2 -

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of Frunze was: agricultural machinery (threshers, reapers, mowers), food refrigerators, grain, and scrap metal i.e. discarded 7.62 mm. cartridge shells. [redacted] these cartridge shells were rejects from Military Plant #60, [pt. 28] since all shells had the number 60 stamped on them. Shells were shipped on flatcars. Most freight was loaded and unloaded at railroad yard, [pt. 3]. One large cargo train consisting of 40-50 flatcars, boxcars, and fuel-tank cars, entered and left Frunze every day; shorter freight trains, 15-20 cars, entered and left the city 20-25 times per day in both directions. Passenger train (Frunze-Moscow) left Frunze station [pt. 10] twice a week. Passenger train (Frunze-Dzhalal Abad [N 40-54, E 73-00]) left three times a week. Passenger trains to Lugovoye [N 42-55, E 72-43] left daily. Lines were constantly plagued with people "riding the rails". Source was sure this was the only railroad in Frunze Area.

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- Pt. 2. Railroad Repair Shop: [Encl. # 2]; the area of the repair shop was 300 x 100 m. it was unguarded and unfenced.
- A. Repair shop, 100 x 40 x 15 m., brick, curved sheet iron roof, five meter window panels along sides. Engines and rolling stock were repaired. Two track spurs led into the building from the east.
 - B. Three buildings, 10 x 5 x 5 m. each; brick; unidentified.
 - C. Two track spurs.
- Pt. 3. Marshaling yard; approximately 25 tracks. Most Frunze freight was loaded and unloaded at this yard. Loading and unloading was done from car-level ramps and platforms. Pilferage of goods and coal was widespread.
- Pt. 4. Pishpek passenger station [Encl. # 3]: Station was single story, brick 200 x 30 m.; it contained ticket office (unrestricted purchase for any destination), railroad control office, second class restaurant. (Passengers were not checked for documentation when on trains.)
- Pt. 5. Agricultural machinery plant area (Selkhoz-Zavod); contained four buildings, each approximately 40 x 20 x 7 m. Source never entered area; he observed reapers, mowers, planters from a distance. He estimated the labor force to be 300 employees, working three shifts starting (0600-1400-2200). The average lathe worker earned 800 rubles per month.
- Pt. 6. Grain storage area [Encl. # 4] fenced; contained two grain silos.
- Pt. 7. Meat processing plant. [redacted] it was second largest in USSR. He had no further details.
- Pt. 8. Komsomolskaya Street, 40 m. wide, sidewalks two meters wide; park in center. Street was being asphalted in 1951.
- Pt. 9. Panfilov Park: area, 1,000 x 800 m. contained tall shade trees; surrounded by iron fence. [redacted]

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- 3 -

25X1

Pt. 10. Frunze Fighter Aircraft Pilot School /Encl. # 57/

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several
single-storied, white-stuccoed, barrack-type buildings.
400 pilot-students attended this school.
The average age of the students was 20 years. At this
school a student received theoretical training during the
winter. During the summer, students went to an airfield
40 km. northeast of Frunze for flight training.

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many pilot-students in the streets of Frunze.
knew that many broke restrictions by climbing over the
school fence. Discipline was judged poor by infantry
standards. Courses
lasted three years: first year, theoretical training;
second year, students began flying activity; third
year, students graduated as officer-pilots.

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Pt. 11. Textile Factory.

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The building had only one story, was made of brick,
had a sheet iron roof, measured 30 x 15 x 8 m. Mostly
female employees in three shifts worked around the clock.
Factory produced textiles for army; it was called VLKSM
(Vsyeyoyuzhiy Leninskiy Komsomolskiy Soyuz - All - Union
Lenin Communist Youth League).

Pt. 12. Area under construction; enclosed by wire fence. In
1951 four or five story buildings being
constructed.

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Pt. 13. Leninskaya Street, cobblestone, 40 m. wide, tree lined,
sidewalks two meters wide; flanked by dwellings most
of which were single story with tile roofs.

Pt. 14. Stalin Street; 40 m. wide, sidewalks three meters wide;
tree lined; part cobblestone, part asphalt. This street
had only moderate truck and passenger car traffic. It
was one of the main streets in Frunze.

Pt. 15. Movie Theatre, called Alattoo (famous mountain in
Kirghizian SSR). Facade of theatre was 75 m., semi-
circular, colonnaded. Building was made of stuccoed
(multi-colored) brick; it had flat roof.

Pt. 16. Bridge; spanned Alamedin river /Pt. 17/ simple span,
log construction; 50-60 m. long, 15-20 m. wide; two meters
high iron railings on both sides; two meters walk on
left side. The capacity of the bridge was 20 tons.

Pt. 17. Alamedin River; very shallow, moderate current, flowed
north, 40 m. wide during spring thaws.

Pt. 18. Area of Lebedinovka /Lebedinka on map/; mostly agri-
cultural.

Pt. 19. Bus terminal. Dispatch point for taxis and buses to
various local and more distant points. The building
was 20 x 10 x 7 m.; single story, white stuccoed brick.
Nearby was a spacious parking area from which taxis were
dispatched.

Pt. 20. Road; paved, eight to ten meters wide; led to Hemp-Jute
Factory /Pt. 21/.

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- 4 -

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Pt. 21. Hemp-Jute Factory (Pyenko-Dzhootovaya Fabrika); [redacted] It included one large building, 100 x 40 x 15 m., three or four stories, brick, plus other smaller buildings. The area was fenced. The factory processed jute, Hemp for ropes, string, cloth.

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Pt. 22. Sovetskaya Street; one of the town's main streets, asphalted, 40 m. wide, tree lined sidewalks two meters wide.

Pt. 23. Dzerzhinskaya Street, 80 m. wide, (including a 50 m. wide park in the center of the street); paved. Park had many cafes and restaurants. The sidewalks were two meters.

Pt. 24. Frunze Railroad Station; main passenger station; three story building, 110 x 40 x 20 m.; gray stone and concrete; contained waiting rooms, restaurants, and administration of railroad guards.

Pt. 25. Auto-Highway Technical School (Avto-Dorozhnyi Tekhnikum); school for road construction, highway customs control police (checking overloading, proper manifesting of goods); the main building was 50 x 25 x 10 m. two stories. There were other smaller buildings [redacted] There was a small auto park.

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Pt. 26. Medicinal Plant Trust (Lyekras-Tryest), consisted of two buildings: administration building 25 x 10 x 7-8 m., brick single story, sheet-iron roof, and an apartment building for plant workers, 35 x 15 x 10 m., brick, sheet-iron roof. Administration regulated production of opium (it possibly also processed opium [redacted] poppy buds being dried on screens in plant area). Poppies were brought in from outlying districts of Frunze. Administration also controlled ephedrine (efedra) production. Ephedrine was processed and packed in [redacted] Kalininskoye. [redacted] on the tin package labels that ephedrine was exported from Kalininskoye [redacted]

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Pt. 27. Lev Tolstoy Street; 17 m. wide, paved, little traffic traveled on this street.

Pt. 28. Military plant #60 (Voyenniy Zavod); two story, 10 m. tall; it had many windows facing railroad. Produced 7.62 mm. shells for machine guns and rifles. [redacted]

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The plant extended approximately one kilometer along railroad /Pt. 17/. Railroad side of plant had a three or four meters high stone fence; 30 m. outside of this fence was a barbed wire fence. Armed MVD guards (Shoulder boards: red BGD, blue piping) patrolled between the fences. The employees of the plant worked three shifts. [redacted] estimated labor force at a total 2,000. While traveling on railroad /Pt. 17/, [redacted] pro-longed bursts of automatic firing, [redacted] cartridge testing. Cartridges had the number 60 stamped on face.

25X1

Pt. 29. Ladvinyenka Street, cobblestone, 15-20 m. wide, sidewalks two meters wide. The city jail was located on this street. It had little traffic.

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- 5 -

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- Pt. 30. Sugar beet storage and loading site. Beets were collected from local kolkhozy and transported on railroad Pt. 17 to Kant N 42-52, E 74-52 and Novo-Troitsk N 42-53, E 74-22 for processing.
- Pt. 31. Hippodrome; facilities for horse racing; two meter high baked clay fence surrounded the race track.
- Pt. 32. Storage tanks for liquid fuel (Benzine or naphtha); three cylindrical tanks, each four meters in diameter, and six meters high.

Enclosures

- | | | |
|----|--|------|
| 1. | <input type="checkbox"/> Sketch of Frunze. | 25X1 |
| 2. | (Point 2, Encl. 1) <input type="checkbox"/> Sketch of Railroad Repair Shop, Frunze. | |
| 3. | (Point 4, Encl. 1) <input type="checkbox"/> Sketch of Pishpek Passenger Station. | 25X1 |
| 4. | (Point 6, Encl. 1) <input type="checkbox"/> Sketch of Grain Silos as seen from Pishpek Station (Point 4, Encl. 1). | |
| 5. | (Point 10, Encl. 1) <input type="checkbox"/> Sketch of Frunze Fighter Aircraft School. | 25X1 |

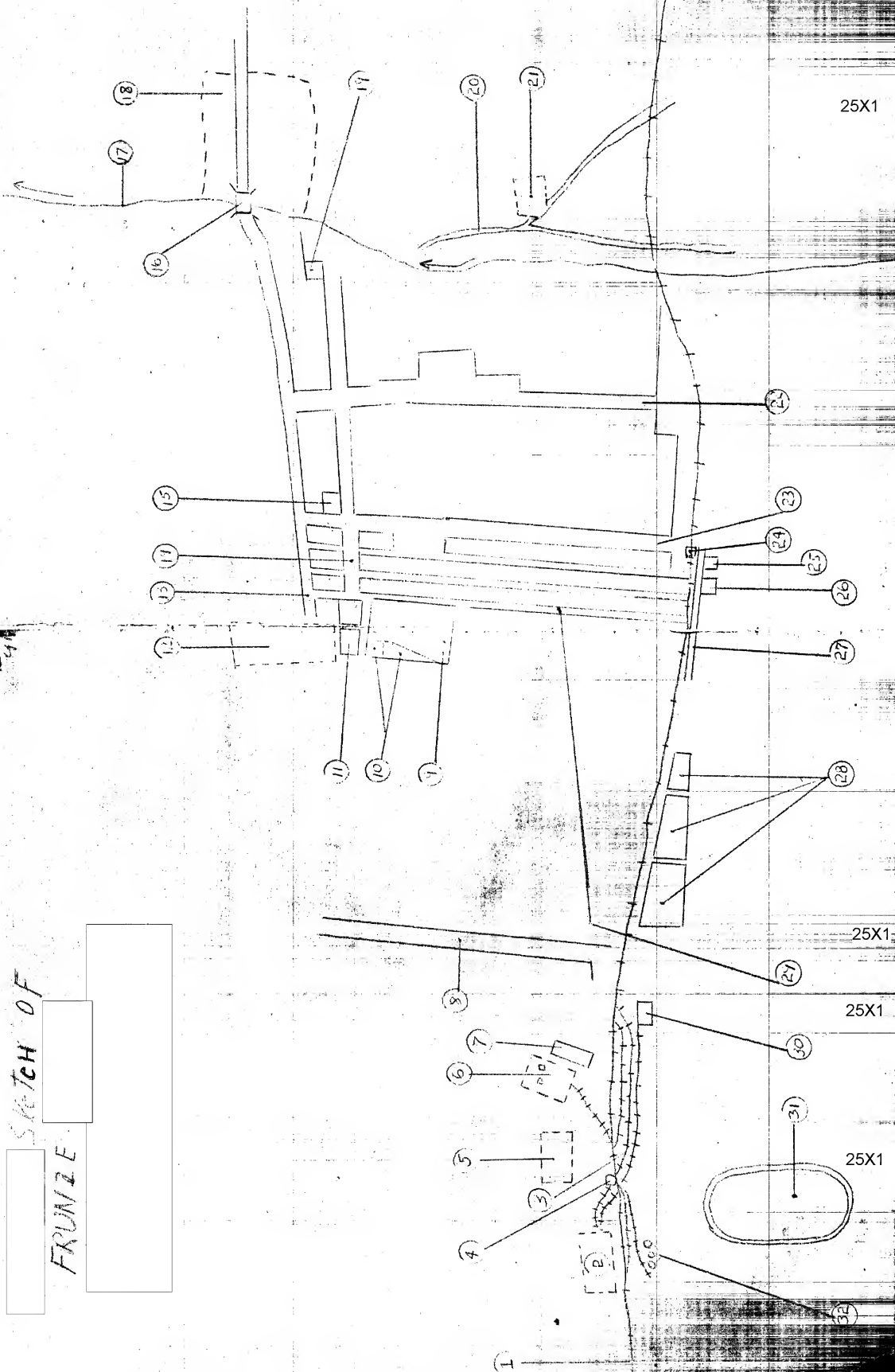
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Page 6 of 10 pages

INCLOSURE #1

SKETCH OF

FRUNZE



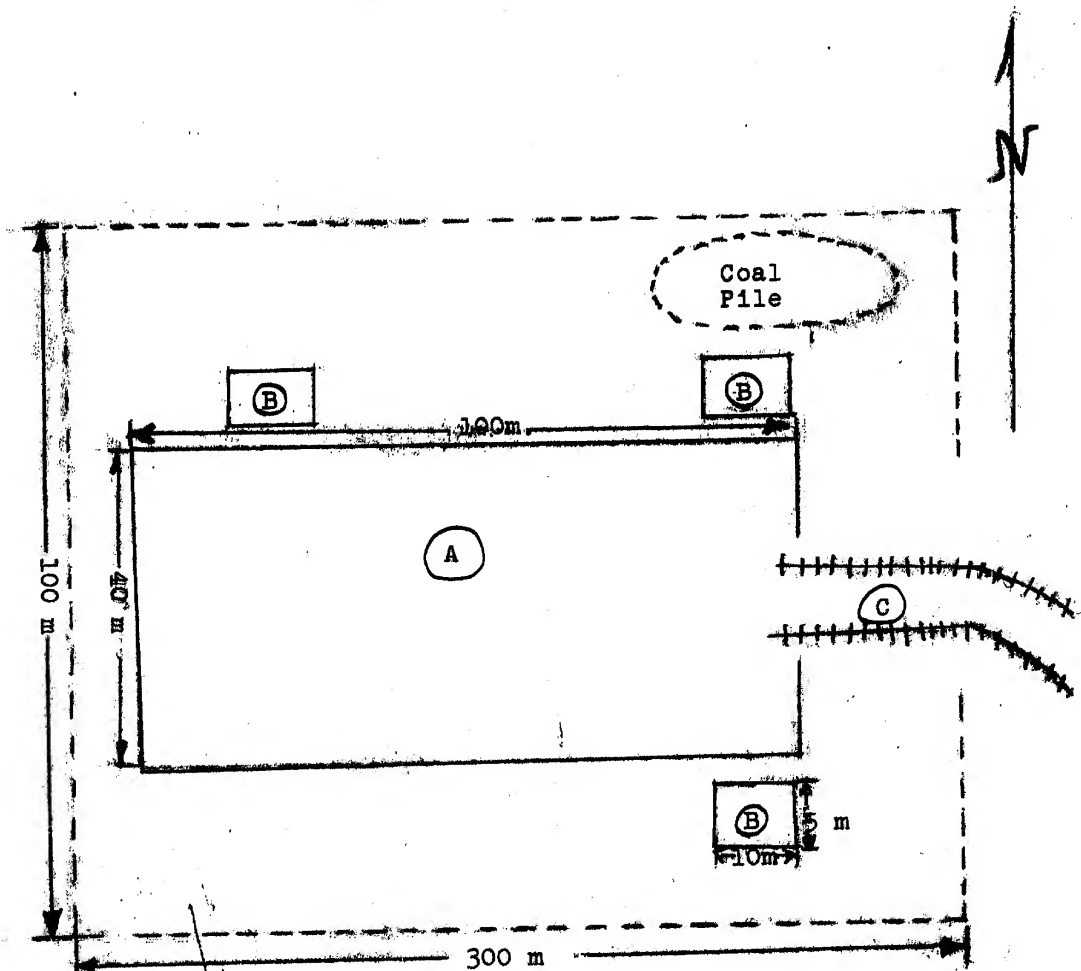
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- 7 -

25X1

Enclosure No. 2. (Point 2, Encl. 1) Sketch of Railroad
Repair Shop, Frunze.

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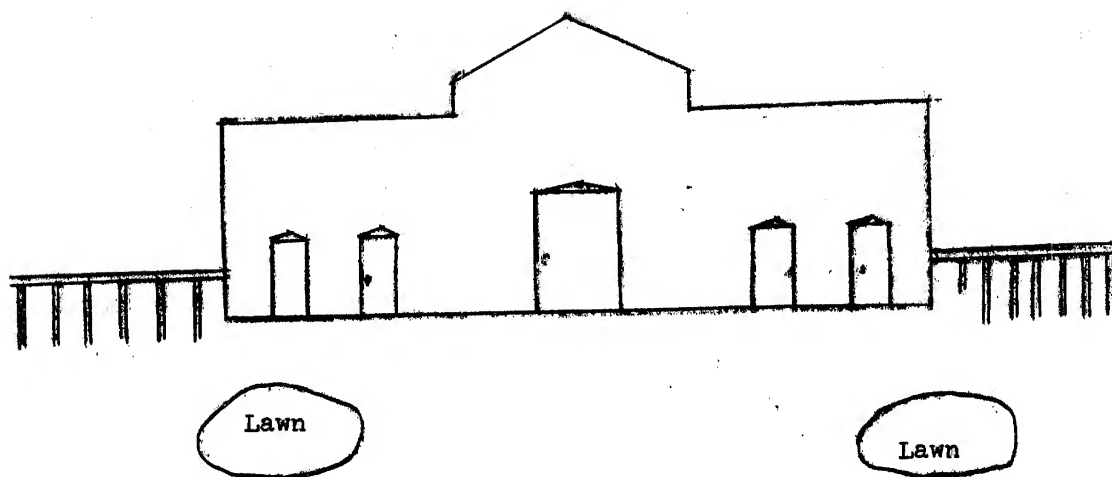
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- 8 -

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Enclosure No. 3. (Point 4, Encl. 1 Sketch of Pishpek
Passenger Station.

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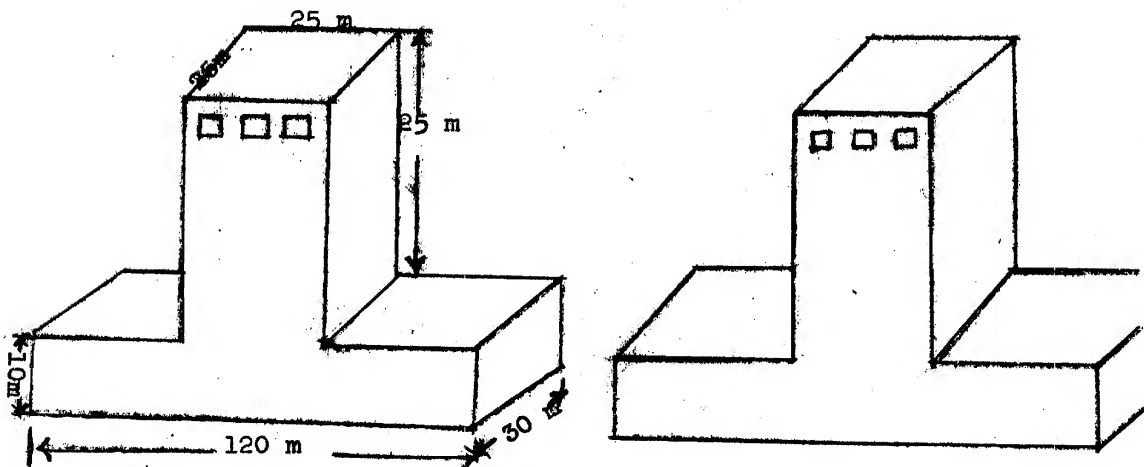
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- 9 -

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- Enclosure No. 4. (Point 6, Encl. 1) Sketch of Grain Silos as seen from Pishpek Station. (Point 4, Encl. 1)

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35 m. high concrete

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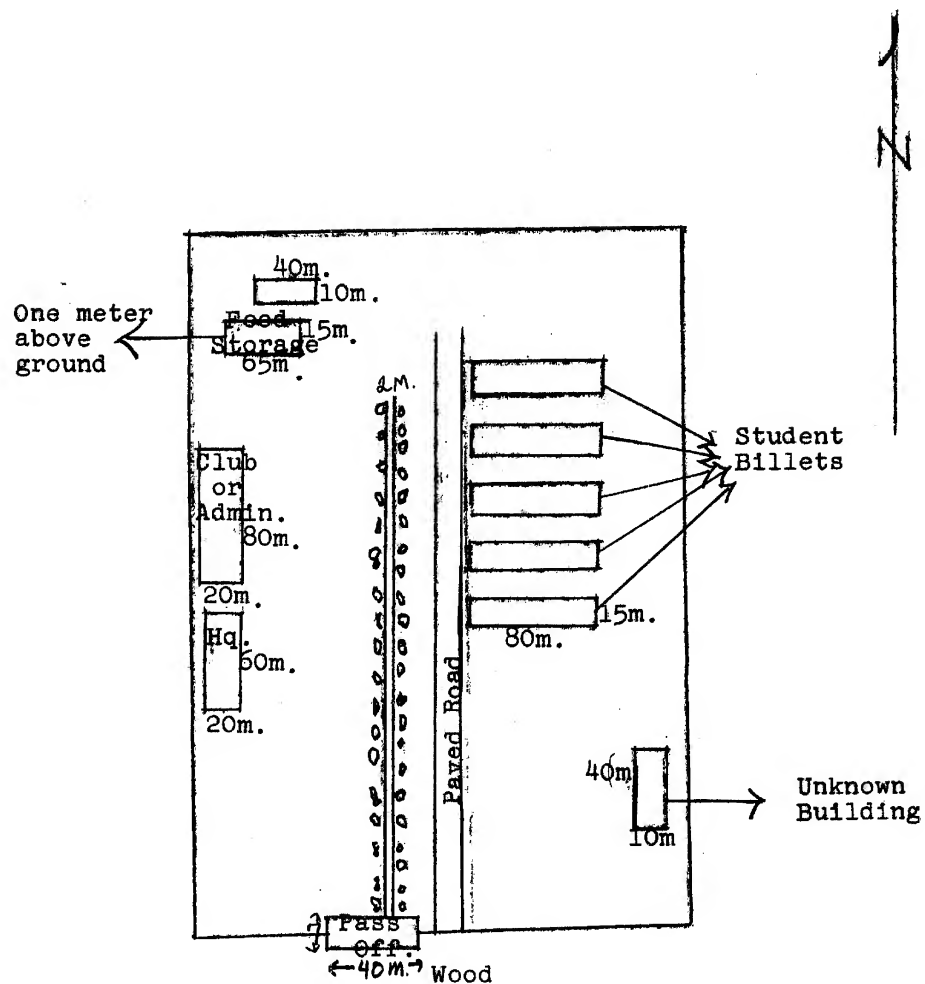
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- 10 -

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Enclosure No. 5 (Point 10, Encl. 1) Sketch of Frunze
Fighter Aircraft School

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